

the world of terrorism. In the mean time we must act to make transportation safer in the United States. We must exhibit a sense of urgency and pass this legislation immediately.

Airline security is a crucial part of transportation security, but we can't stop there. We must also improve the safety of our railroads and our ports. We must ensure the safety of all components of our rail system, including: tunnel security, terminal safety, bridge safety and protection of our track switchboards. Over 22 million people a year ride our railroads and forty percent of all freight is transported on our rails. A terrorist attack on our rails could result in catastrophic loss of life and paralyze our economy. Amtrak is ready and willing to improve passenger rail safety in this country, but it also must address its critical infrastructure needs. For example, the tunnels that run through Washington, Baltimore, and New York accommodates trains that carry roughly 350,000 people a day. These tunnels don't meet minimum safety standards, they don't have proper ventilation, and there is not adequate lighting. Rail safety requires federal help, but annual appropriations for Amtrak is frozen at \$521 million, about half of its \$955 million authorization in TEA-21. The Amtrak emergency package would improve safety and security on our trains by: hiring more police officers to patrol trains, stations and railroads; provide anti-terrorism training for employees; install cameras to monitor facilities; improve the safety of tunnels, especially in the aging tunnels that run through Maryland, Washington, and New York.

The Amtrak emergency package would also provide additional rail capacity to accommodate increased ridership. In the days following the September 11th tragedy, Amtrak employees worked around the clock to provide a safe, viable option to our traveling public. Daily ridership from September 12 to September 17 jumped 17 percent, and that doesn't include all of the airline tickets that Amtrak honored to keep America on the move. On the Northeast Corridor, Amtrak added roughly 30 percent more seating capacity, or 2,000 more seats per day on unreserved trains. Amtrak responded to our national crisis in many ways: they helped carry our mail, they delivered thousand of emergency relief kits to New York, and they provided transportation to firefighters, police and medical personnel. Some may argue that now is not the time to discuss Amtrak. I would argue there's never been a better time. Now is the time to give Amtrak the support it needs to keep America moving quickly and safely. The simple truth is that we have a National Passenger Railroad System in this country that needs our immediate help with security and capacity upgrades. It is our duty to respond.

I would also like to take this opportunity to rise as a cosponsor of the Carnahan amendment. This important

amendment would help those who are most hurt by the economic impact of the terrorist attacks of September 11. Thousands of American workers have lost their jobs during this economic downturn. These workers need our help. We need to act quickly on a economic stimulus package that targets the American worker. Airline and aviation employees have been especially hard hit. 140,000 thousand of these workers have been laid off since the terrorist attacks. Unemployment is steadily rising in the industry. Last week, 528,000 people filed for unemployment. That is the nearly the population of Baltimore City, and a figure we haven't seen in nine years. These people are our pilots, our flight attendants, baggage handlers, concessionaires and aircraft builders. These workers have lost their paychecks, lost their health care and could lose their homes. They need our immediate help, just as we helped their former employers with a \$15 billion stabilization package of grant and loan guarantees.

I am confident that the airline industry and the U.S. economy will recover, but help is needed today. Senator CARNAHAN's amendment would provide financial assistance, training and health care coverage to employees of the airline industry who lose their jobs as a result of the attacks on September 11. The Carnahan amendment would provide income support by extending the number of weeks eligible individuals can receive unemployment insurance, from 26 weeks to 79 weeks. These cash payments would not create a strain on state budgets, because they would be funded entirely by the Federal Government. Workers who don't meet their states' requirements for unemployment insurance would not be left out. They would receive 26 weeks of federally financed unemployment insurance.

This amendment also addresses job training. Workers who may not return to their jobs within the airline industry would be eligible for retraining benefits. Other workers would be eligible for training to upgrade their skills. This amendment would enable laid off workers to keep their health care by expanding the COBRA program. This would enable people who have lost their jobs to retain their health insurance. Madame President, I strongly support the Carnahan amendment. It is a thoughtful and comprehensive airline workers relief package. It's also a good starting point to address the needs of working families in America, and provides a good model for a broader economic stimulus package.

Mr. MCCAIN. Mr. President, I believe in just a minute we will move to final passage.

Mr. HOLLINGS. Mr. President, if there are no further amendments, we are ready for third reading.

The PRESIDING OFFICER. The question is on engrossment and third reading of the bill.

The bill was ordered to be engrossed for a third reading and was read the third time.

UNANIMOUS CONSENT AGREEMENT—S.J. RES. 25

The PRESIDING OFFICER. The Senator from Nevada.

Mr. REID. Mr. President, I ask unanimous consent that upon disposition of S. 1447, the aviation safety bill, the Senate proceed to the consideration of S.J. Res. 25, the joint resolution designating September 11 as a day of remembrance; that there be 20 minutes for debate on the resolution, equally divided between the two leaders or their designees; that no amendments or motions be in order; and that upon the use or yielding back of the time, the Senate vote without any intervening action on final passage of the joint resolution.

Mr. MCCAIN. Reserving the right to object, I ask the Senator from Nevada, could he include in there that immediately after the vote, Senator VOINOVICH be given 15 minutes to speak as in morning business on the legislation just passed?

The PRESIDING OFFICER. Does the Senator so modify his request?

Mr. REID. That would be fine. The Senator from Ohio would speak immediately following the vote on final passage. I am wondering: Everyone will be here. If consent is granted, we are going to have, immediately following that, two more votes on judges. It would appear to me the Senator from Ohio has to be here anyway. Perhaps we could have him give his speech then.

Mr. MCCAIN. I would ask in modification that both Senators from Ohio would like to speak for 10 minutes and it would take place following the election of the judges.

Mr. REID. Mr. President, could I have my first unanimous consent request approved; that is, we are going to take care of the resolution dealing with the day of remembrance?

The PRESIDING OFFICER. Without objection, it is so ordered.

UNANIMOUS CONSENT AGREEMENT—EXECUTIVE CALENDAR

Mr. REID. Mr. President, as in executive session, I ask unanimous consent that immediately following the disposition of the joint resolution establishing a day of remembrance, the Senate proceed to executive session and vote on the nominations of Barrington Parker to be a circuit court judge and Michael Mills to be a Federal district court judge; that any statements thereon appear at the appropriate place in the RECORD, the President be immediately notified of the Senate's action, and the Senate return to legislative session.

The PRESIDING OFFICER. Without objection, it is so ordered.

Mr. REID. Mr. President, as in executive session, I ask unanimous consent